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~~CONFIDENTIAL~~COUNTRY Soviet Zone of Germany REPORT NO. [REDACTED]TOPIC Reorganization of the East Zone Traffic System.

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SMA Order concerning a mobilization of the "Inner Reserves" with a view to meeting the requirements in the field of materials of the Soviet Zone traffic system (rail, road and water traffic).

2. USSR

Soviet Military Administration, Germany
Traffic-Division
Planning Department
BERLIN, 31 May 1949.

TO: Prof. REINGOLD BER
Chief of Traffic Main Administration within the German
Economics Commission.

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With a view to systematically mobilizing the "Inner Reserves"
I propose that the following measures be taken in 1949:

a. Railroad operations.

(1) With the approval of the SMA, Traffic Administration, the spur tracks leading to former military installations and plants of the war industry and the tracks of the little used lines and railroad stations are to be dismantled to be used for the repair and maintenance of the tracks on main lines.*

(2) Fifty kilometers of heavy-type rails on little used railroad lines are to be exchanged for lighter type rails and the removed rails are subsequently to be utilized for the reconstruction of the second track on main lines.

(3) Rails and frog pieces, connections and other pertinent materials are to be gathered for further welding and processing in the workshops. The capacity of the rail welding plants and of the switch plants in BERLIN, GOTHA and at other

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places is to be improved.

- (4) The ties of the dismantled railroad lines will be collected and a plant for the reconditioning of ties is to be established.
- (5) The bridge girders and T-irriders of man-made structures on the dismantled lines will be reused.
- (6) In order to preserve cement this material will be replaced by lime for brickwork and in structures not subject to loads; likewise the concrete foundations of buildings will be replaced by ashlar stone work and masonry.
- (7) The manufacture of nails from old wire and from rivets salvaged from old bolts will be organized.
- (8) The safety and telecommunications installations as well as the cables of dismantled lines are to be collected at special points to be utilized for reconstruction work.
- (9) The installation of central workshops for the telecommunications system is to be concluded.
- (10) Seventy worn-out locomotives will be dismantled and their usable parts and materials will be used for the repair of locomotives.
- (11) Effective 1 July 1949 new consumption norms for basic materials will be introduced.
- (12) The manufacture of additional small iron fittings and tools is to be centrally organized. Worn-out parts and scrap material will be utilized as far as possible.
- (13) Through introduction of new fuel consumption norms per unit, through a better utilization of locomotives, and by an improvement of their thermic conditions, fuel consumption will be reduced by five percent per unit.
- (14) Forty locomotives will be converted to coal dust firing in 1949 in order to save fuel and to switch over to the utilization of low-grade coal.
- (15) In order to explore the possibility for saving cylinder oil, the production of oil emulsion will be organized in two of the most important railroad shops of the occupation zone with a view to utilizing oil emulsion lubrication on the widest possible basis in 1950.
- (16) Within two months the possibility for an exchange of non-ferrous metals for ferrous materials is to be explored and an exchange procedure will be worked out accordingly.
- (17) The full utilization of the foundries installed in the railroad repair shops is to be checked and their output will be increased by a more efficient organization of work.
- (18) The unused or unserviceable machine tools are to be centrally collected to be reconditioned and repaired for subsequent utilization.

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(19) With a view to further reduce the consumption of wood the construction of wood-drying plants in the POTSDAM, AGNESBURG, SCHONENWALDE, REBERSWALDE, CHEMNITZ, ZWICKAU and COTTBUS railroad repair shops will be concluded by 1 August 1949. The SOTHA, JENA, DRESDEN, and WITTEMBERGE wood drying plants are to be reconditioned.

(20) 1,200 freight cars, 50 passenger and suburban railroad cars already withdrawn from traffic are to be dismantled and their metal parts and spare parts will be utilized for the repair of rolling stock.

(21) The capacity of the plant for the manufacture of small iron fittings in HANDELSBURG-west is to be increased.

(22) The rolling plant of the DRESDEN railroad repair shop is to be provided with facilities for the manufacture of sheet metal and medium plates.

(23) The servicing of the rolling stock as laid down in present regulations is to be extended.

(24) Special brigades for the dismantling of worn-out locomotives and railroad cars are to be organized in the railroad repair shops and railroad workshops so as to guarantee the salvage and further utilization of the still usable parts. Contracts for the dismantling of rolling stock will under no circumstances be placed with private firms or enterprises not subject to the control of the railroad authorities.

(25) The present regulations concerning the permissible degree of wear of the wheels of locomotives and railroad cars between two turning operations and the minimum thickness of tires permissible in operating rolling stock are to be examined with the view of making further preservations of material possible. All necessary steps will be taken that, by the above measures, the following amounts of materials will be made available:

(a) Nails	23,000 tons
(b) Nail connections	50,000 tons
(c) Ties	900,000 units
(d) Spikes	10 tons
(e) Switches	1,300 sets
(f) Quality iron	20 tons
(g) Lead	7 tons
(h) Rivets for steel bridges	17 tons
(i) Telephone cable	150 km
(j) Telephone wire	10 tons
(k) Spare parts obtained from the dismantling of locomotives:	
1. Running gear	350 tons
2. Miscellaneous	1,200 tons
(l) Small iron fittings and tools	300 tons
(m) Preserved fuel	120,000 tons
(n) Electrodes	50 to 60 tons
(o) Bolts and nuts required for the repair of rolling stock	300 tons
(p) Nails	20 tons
(q) Iron girders	520 tons.

b. River Navigation.

(1) The stocks of materials in short supply stored in the Central Depot of the Shipping Administration and in the depots

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of the Directorate and of private firms are to be checked during June 1949 with a view of guaranteeing a just distribution of these materials among the interested consumers.

(2) The results of the technical investigations of the conditions of scuttled river craft are to be carefully examined in June in order to speed up the utilization as scrap material of craft beyond repair.

(3) With a view to preserving sheet metal, the Directorate General, Shipping, is to be requested to design a new type of wooden river craft for the performance of river regulating work and for use in the river transport fleet. The necessary work will have to be completed by June 1949.

(4) All welding operations required for the repair and reconditioning of river craft will be performed with electrodes produced from scrap material, effective August 1949.

(5) Service instructions for the maintenance of steamship boilers and engines and for the storage of fuels in the bunker installations will be worked out during June with a view of preserving fuels and lubricants.

(6) In pursuance of the above measures the following amounts of materials will have to be saved by shipping by the end of 1949:

(a) sheet metal	16 tons
(b) coated electrodes	8.5 tons
(c) coal	200 tons
(d) briquettes	1,000 tons
(e) Diesel fuel	95 tons
(f) lubricants	32 tons
(g) scrap metal	105 tons.

c. Road Traffic.

(1) The service period for motor vehicle tires is to be extended by providing for more numerous repair facilities and by improving the quality of the performed repair work, also by the utilization of solid tires for slow motor vehicles.

(2) The consumption of babbit metals required for the repair of motor vehicles is to be reduced by improved techniques in lining bearings and by the introduction of thin-walled bushings.

(3) The consumption of rolled non-ferrous metals is to be reduced by the utilization of scrap material (obtained through the stripping of worn-out vehicles) and through the replacement of non-ferrous metals by iron and other materials.

(4) The stripping of motor vehicles withdrawn from traffic is to be organized and spare parts required for repair shops are to be gathered systematically.

(5) Steel required for the reconstruction of bridges is to be made available by the organized salvage of sunken bridge sections and by the utilization of the materials of those bridges which are beyond repair.

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(3) Bitumen for the repair of road surfaces is to be obtained by the utilization of bituminous surfaces of airfields and by the production of tar from byproducts of the brown coal industry.

In pursuance of the above measures the following materials will be made available:

(a) babbit metal	42 tons
(b) non-ferrous rolled products	27 tons
(c) sectional steel	400 tons
(d) motor vehicle spare parts	9,800 tons
(e) steel required for the construction of bridges	3,000 tons
(f) bitumen	16,000 tons.

d. General

(1) A list covering the materials in short supply and spare parts, specified according to the various means of transportation, will be submitted by 15 June 1949.

(2) Suggestions for the procurement of these critical materials from foreign countries (the Western Zones of Germany) and plans for a better distribution of these materials among the various industries of the occupation zone will be submitted to the Foreign Trade Administration and to the Administration "Inner Reserves".

(3) A stock-taking of the materials will be performed by 1 November 1949.

(4) Proposals for a revision of the regulations covering the stocks of materials and spare parts to be kept by the Railroad District Administrations and the Waterway Administrations will be submitted by 1 July 1949.

The necessary proposals and suggestions worked out by you will have to be submitted to me by 15 June 1949.

(s) VOXLVULSKI
 Director General
 Deputy Chief of the Traffic Administration,
 Soviet Military Administration, Germany.

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Comment: Above report again confirms the critical shortage of raw materials in the Soviet Zone of Germany. The principle of utilizing worn-out parts and used materials, practiced by the Soviets again, is only a poor makeshift which has now been exploited to its limit. Thus, for example, the 23,000 tons of rails to be made available by the above measures represent only 250 kilometers of rails for use in the entire occupation zone. This quantity is far below the actual requirements. The leaders in the Traffic Main Administration and the presidents of the Railroad District Administrations of the Soviet Zone of Germany, who were ordered to attend a conference for a discussion of the measures to be taken in connection with this S. A. Order in July 1948, are of the opinion that these measures will not bring about a fundamental change in the critical situation. The method of utilizing used materials, exploited to the full since the end of the war out of sheer necessity, will no longer yield sizable results. It will no longer be possible to do without imports.

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In the railroad sector for example, the REU-REUTZSCH railroad line (see previous reports *) and the SALLCAST-KLOSTERBAAU railroad line (see previous report **) were closed in May 1949 and are now being dismantled in order to obtain urgently needed rail material.

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